The Community Bike Program project has been modified and is now a bike detection equipment project under the Intelligent Transportation System project (Activity #5 under Empower Lexington).

This original EECBG activity worksheet is included for archive purposes only.

EECBG Activity Worksheet

Grantee: Lexington-Fayette Urban County Government Date: 10/02/2009

DUNS #: 20428777 Program Contact Email: tomw@lfucg.com

Program Contact First Name: Thomas Last Name: Webb

Project Title: Community Bike Program

Activity: 7. Transportation If Other:

Sector: Transportation If Other:

Proposed Number of Jobs Created: 1.90 Proposed Number of Jobs Retained:

Proposed Energy Saved and/or Renewable Energy Generated: 56,142 gallons gasoline

Proposed GHG Emissions Reduced (CO2 Equivalents): 494.000

Proposed Funds Leveraged: $0.00

Proposed EECBG Budget: 2,753,800.00

Projected Costs Within Budget: Administration: $175,000.00 Revolving Loans: Subgrants:

Project Contact First Name: Kenzie Last Name: Gleason Email: kgleason@lfucg.com

Metric Activity: Transportation If Other:

Project Summary: *(limit summary to space provided)*

PROJECT ACTIVITY WORKSHEET #6

The shared community bike program will provide the citizens of Lexington with the opportunity to replace short-distance car trips with bicycle trips. The program will provide a fleet of conveniently located bikes at automated check-out stations throughout downtown Lexington. Stations will also be placed at two major university campuses and several retail areas that are within a short bike-riding distance to downtown. Stations will also be placed along the Legacy Trail, a 9 mile bicycle and pedestrian trail that will connect downtown Lexington to the Kentucky Horse Park. This program includes 9 bike stations and 52 bikes at these key destinations. The program also includes funding for bike maintenance, centralized customer service and program insurance.

By implementing this user-friendly, reliable system of shared bikes, Lexington benefits from less short car trips, especially during the workday. Due to the lineal nature of downtown and the spacing of the two major universities and popular retail/restaurant areas, there are many downtown workers who drive to meetings, lunch and for other errands. These trips add to traffic congestion, fuel consumption and subsequent air pollution. The community bike program is a viable alternative for these short car trips.

In May 2007, 80 bikes were placed on the streets of Lexington in an experimental shared bike program known as 'Yellow Bikes'. In the first year, hundreds of individuals signed up for the program completely out-pacing the expectations of its creators. The program was so popular that there were not enough bikes to meet demand. The Yellow Bikes program proved that Lexington's citizens can embrace bike sharing. Unfortunately, the pilot Yellow Bikes program struggled with theft since public access to the free bikes was not controlled. Successful bike sharing programs from around the world have shown that automated check-out systems requiring credit card authorizations, as proposed in this activity, have solved this problem.

An additional benefit of the proposed bike check-out system is its technology. The system is equipped to automatically calculate information such as distance traveled by each user, the equivalent calories burned and the carbon offset after each ride. This data will provide valuable feedback to evaluate the success of the program.

Based on Lexington's existing 'Yellow Bike' program, and similar bike-sharing programs in other cities, a conservative estimate assumes each bike will be used at least 5 times per day, averaging 3 miles per trip (or 6 miles round-trip). This results in 1,560 miles of vehicular trips being replaced each day, or 569,400 miles per year. According to the EPA, the average vehicle fuel economy is 20.3 miles/gallon (or .0493 gal/mile) meaning that 569,400 less miles driven equates to 28,071 gallons of gasoline saved annually saving the equivalent of 247 metric tons of CO2 (EPA calculator). It is anticipated the annual energy savings will be realized for years two and three of the award period.

Project schedule:
month 1 thru 3 - contract with sub-recipient for program implementation/management
month 3 thru 6 - bid & contracting for stations and bikes
month 6 thru 9 - manufacture of stations and bikes
month 9 thru 12 - installation of stations
month 12+ - project active

*If you are proposing more than one activity, save this file as many times as needed with successive page numbers. For example: "OH-CITY-Columbus-Project Activity **page 1**.pdf," "OH-CITY-Columbus-Project Activity **page 2**.pdf," and continue as needed.*